

## VIII. HIGHWAY ELEMENT

- A. **TYPES OF ROADWAYS PROGRAMMED:** In accordance with State and federal guidelines, roadways are classified in a progressive hierarchy according to their function. This hierarchy is commonly referred to as the "functionally classified system or network." Listed in their order of importance for higher speed, longer distance, through movements, this system has the following five roadway classes: Principal Arterials, Other Principal Arterials, Minor Arterials, Collectors, and Local or Neighborhood Streets. (Please refer to the RATS Long-Range Plan for more information on the functional classification system.) The emphasis in this TIP is on the first four classes. Projects on local or neighborhood street level may still be included but will be grouped as such and not listed on a project-by-project basis.
- B. **FUNDING SOURCES FOR ROADWAY IMPROVEMENTS:** Funding for major roadway or intersection improvements is from a wide variety of sources as listed in **TABLE 12**.
- C. **STP-URBAN PROJECTS:** As **TABLE 12** illustrates, the funding sources for roadway improvements are quite numerous. However, one particular Federal funding source deserves special mention because it is one of the few that the RATS Policy Committee has almost exclusive authority over its use. Also, this source is allocated annually to the Rockford area in sizable amounts – approximately \$1.8 million in 2005. Prior to the passage of the ISTEA in the early 1990s, this funding source was referred as Federal Air Urban (FAU) funding. The history of past STP-U/FAU-funded projects is detailed in **TABLES 13, 14, and 15**.
- D. **STP-URBAN PROJECT SELECTION CRITERIA:** Decisions on the use of these funds are governed by RATS Policy Committee Resolution 94-2 (12/15/93), "Factors To Be Used During the Review of Requests for RATS-STP Urban Funds" and Addendum A to RATS Resolution 2000-4 "STP-U Project Application Information" (2/24/2000) available at the RATS offices. Generally speaking, RATS attempts to steer these funds toward projects that are "regionally significant" and projects that are of benefit to "more than one jurisdiction in the Metro area." Entities requesting the use of these funds are required to submit very detailed proposals that describe the costs and benefits of the proposed projects. The final decisions on which projects are selected are based on both objective and subjective criteria. RATS also attempts to assure that all jurisdictions in the area eventually receive some benefit from the use of these funds.

As previously noted, with the passage of the ISTEA, TEA-21 and SAFETEA-LU the Federal government now allows greater flexibility with the use of STP funds and FTA-5307 (transit) funds. Whereas, previously these two sources could only be used for highway or for public transit purposes, respectively – now, at the discretion of the Policy Committee, both sources can be used for highway, public transit and/or enhancement purposes. The Policy Committee's STP Project selection criteria allows for STP-Urban funds to be used for public transit purposes but no such transit projects have yet been proposed or are proposed in this TIP. Likewise, no highway or enhancement projects are proposed to be funded with FTA "5307" funds.

- E. **OTHER CONSTRAINTS ON THE USE OF STP FUNDS:** SAFETEA-LU continues with the two principal types of STP funds for highway improvements that were funded under ISTEA and TEA-21; (1) STP-Urban funds and (2) STP-Rural funds. With respect to roadway projects, both types are confined to use on roadways that are designated as eligible for Federal funding assistance on the official Federal Aid, Highway Functional Classification map. Those maps are on file in the RATS and IDOT offices and are available for public inspection. Generally speaking, to be so classified, the roadway must be of collector or arterial level or higher and carry significant amounts of traffic. Currently, there are over 300 miles of such highways and streets in the RATS Metropolitan Planning Area. IDOT and RATS have completed in their review in October 2005 of the highway functional classification for roads within the adjusted RATS Urban Area, based upon the 2000 Census.

STP-Urban funds can only be used on or within the boundaries of an official designated Metropolitan Planning Area (MPA). **MAP 3** shows the MPAs for both RATS and SLATS. STP-Urban funds can be used within these areas. The Policy Committee of RATS determines what projects to assign these funds to in the RATS MPA – the SLATS Policy Committee makes the same determination for the SLATS MPA.

STP-Rural funds can be used outside the MPA. STP-Rural funds can also be used on limited areas within the MPA – specifically those areas that are outside the RATS- or SLATS-defined Adjusted Urbanized Areas. An Adjusted Urbanized Area consists of the U.S. Census-defined Urbanized Area plus adjacent areas that have been forecasted by RATS or SLATS as likely to become urbanized in the very near future (usually less than 5 years). **MAP 3** illustrates these constraints. These STP-Rural funds are primarily administered by the County Highway Departments of Boone and Winnebago for each of these funds that come to their respective county.

- F. **CURRENTLY APPROVED STP-URBAN PROJECTS:** This TIP recognizes and re-authorizes the use of STP-Urban funds for two projects in the Rockford MPA.
1. **Rockford Harrison Avenue Reconstruction Project:** First authorized in FY 2000 by the RATS Policy Committee, this project stretches from IL-2 to Mulford Road. At this time, the City of Rockford has agreed to ask for RATS funding commitment for only the first two parts of this project: the stretch between 11<sup>th</sup> Street and 20<sup>th</sup> Street and the stretch between 20<sup>th</sup> Street and Mulford Road. This TIP endorses the use of STP-funding for land acquisition, engineering, and construction aspects of both of these projects. The City of Rockford begun construction of the first section of this project (Mulford Road to Ohio Parkway) in the fall of 2006, with completion schedule for

November 2007. The second phase is proceeding into the P.E. 1 stage and determining land acquisition needs based upon preliminary cross-section analysis.

2. **Belvidere West 6<sup>th</sup> Street Project:** The City of Belvidere West 6<sup>th</sup> Street project was completed in the fall of 2006.

G. **EXPLANATION OF HIGHWAY ELEMENT TABLES & MAPS:** In addition to those previously discussed, the following additional Highway Element tables and maps are included in this TIP.

**TABLES 16 through 20** summarize the highway projects and groups them by the funding sources and agencies responsible.

**TABLES 21, 22, 23 and 24** list the proposed major highway projects for all RATs participants for FY 2008, FY 2009, FY 2010 and FY 2011, respectively, and are grouped by the lead agencies for the projects. The locations of the projects in these tables will be illustrated on **MAPS 4, 5, 6 and 7** respectively, in the final document.

**TABLE 25** lists projects that were previously approved in the FY 2007 or earlier TIPs but which were not initiated or awarded as originally scheduled. These projects remain as approved and fully authorized projects and are considered part of this FY 2008 TIP. The locations of these projects are illustrated on **MAP 8**.

**TABLE 26** lists and gives the status of all projects approved in the Annual Element of the TIP for FY 2007, last year's TIP.

## IX. HIGHWAY ELEMENT TABLES & MAPS

TABLE 12 – Funding Sources for Roadway Improvements		
Acronym	Source Name	Funding Type
<b>ACE</b>	Army Corps of Engineers	Funding for flood control and related work authorized by special appropriations from Congress through the ACE.
<b>HBRRP / BRRP</b>	Bridge Replacement & Rehabilitation Program	Funding authorized through the U.S. DOT and TEA-21 for bridge improvements.
<b>CDBG</b>	Community Development Block Grant	Authorized through the U.S. Department of Housing and Urban Development (HUD).
<b>FAA</b>	Federal Aviation Administration	Funding authorized in association with major airport improvements.
<b>GOB</b>	General Obligation Bonds	Bonds authorized through general purpose units of government for capital improvements.
<b>GRAA</b>	Greater Rockford Airport Authority	Funding authorized from the general fund of the GRAA.
<b>HPP</b>	High Priority Project	Federal funding authorized for special projects.
<b>HSIP</b>	Highway Safety Improvement Program	This new SAFETEA-LU funding program creates a separate core program for the first time that will allow States to target funds to their most critical safety needs.
<b>ICC</b>	Illinois Commerce Commission	Funds authorized for railroad crossing improvements.
<b>ISTHA</b>	Illinois State Toll Highway Authority	Funding for improvements to I-90 and other toll highways under the jurisdiction of ISTHA.
<b>ITS-Fed</b>	Intelligent Transportation System – Federal	Funding for improvements under the Federal Intelligent Transportation Systems program.
<b>ITS-State</b>	Intelligent Transportation System -State if Illinois	Funding for improvements under the State of Illinois Intelligent Transportation Systems program.
<b>Local</b>	Funding from an unspecified local funding source, usually from the jurisdiction's general fund. This includes funding from the general funds of Rockford, Loves Park, Machesney Park, Cherry Valley, Belvidere, and Boone and Winnebago Counties. It also includes County and Township Bridge Funds.	
<b>MFT</b>	Motor Fuel Tax	Taxes on gasoline and fuel oil to be used by the State or local governments for roadway improvements. This is also the source for State Bridge Funds.

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<b>Acronym</b>	<b>Source Name</b>	<b>Funding Type</b>
<b>NHS</b>	National Highway System	A special category of Federal funding authorized through the ISTEA and TEA-21 for improvements on specially designated roadways of national significance.
<b>Private</b>	Funding committed toward a project from a private landowner or developer.	
<b>PRO</b>	Property Tax	Locally authorized property tax revenues.
<b>SA</b>	Special Assessment	Special property taxes, assessed and assigned for a specific improvement.
<b>State</b>	Funding from the general funds of the State of Illinois.	
<b>STP</b>	Surface Transportation Program	Funding authorized through the ISTEA and TEA-21 and administered by the U.S. DOT. There are several sub-categories, below.
<b>STP-E</b>	STP-Enhancement	STP funds earmarked for projects which enhance the beauty of a roadway project, improve nonmotorized transportation opportunities such as bikeway and pedestrian facilities, mitigate for the adverse impacts of more traditional roadway projects or other qualified projects.
<b>STP-HES</b>	STP Hazard Elimination & Safety funds	Funds allocated specifically for qualified projects that improve safety. HSIP has replace this funding category under SAFETEA-LU (see HSIP above).
<b>STP-R</b>	STP-Rural	STP funds allocated for improvement outside the Census-defined Urbanized Area.
<b>STP-S</b>	STP-State	STP funds allocated to the State of Illinois for use on State marked or unmarked routes or other qualified projects at the State's discretion.
<b>STP-U</b>	STP-Urban	STP funds allocated for use on qualified projects at the discretion of RATS and the Rockford Urban Area. The assignment of these funds to projects is in accordance with RATS Resolution 92-4 and Addendum A to RATS Resolution 2000-4 which, together, specify the general criteria for considering and evaluating candidate projects and an application format and procedure.
<b>TARP</b>	Truck Access Route Program	TARP, which is funded by IDOT, is to assist local governmental agencies to upgrade roads to accommodate 80,000-pound trucks, hence improving land use planning and economic development.
<b>TIF</b>	Tax Increment Financing	Revenues from various Tax Increment Financing Districts.
<b>RST</b>	Rockford Sales Tax	The City of Rockford voters approved a new 5-year funding source for infrastructure improvements, including transportation on April 17, 2007. This sales tax is a one-cent increase on the City's sales tax [Items that will not be taxed under the Referendum area: <ul style="list-style-type: none"> <li>• Personal property which is titled by the State of Illinois (cars, boats, etc.)</li> <li>• Food (other than that prepared for immediate consumption)</li> <li>• Prescription and nonprescription medicines, drugs, medical appliances, etc.]  The RST will take effect on January 1, 2008, unless the Governor of Illinois signs legislation that will allow the State and the City to be began collected that tax this year.</li></ul>
<b>HBP</b>	Highway Bridge Program	A new category under SAFETEA-LU that basically replaces the HBRRP / BRRP and Major Bridge Program into one funding source.
<b>I M</b>	Interstate Maintenance	A category of the National Highway System program, the IM program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.

